

1916'S COKE TRADE HAD BIGGEST TONNAGE IN HISTORY

OUTPUT WAS 21,654,502 TONS,
VALUED AT \$55,768,615 OVENS

Being 20% Greater in Volume and 70% Greater in Value
Than in 1915, and Only 6% Below 1913's Record

A Remarkable Period in the Industry.

The Connellsville coke region marked during the year 1916 a 2,654,502-ton output of coke having an aggregate value of \$55,768,615, being estimated at \$58 per net ton at the ovens. Compared with 1915 the coke trade of the past year was 20% greater in volume and 70% greater in value of product.

It was the biggest year in the history of the region in point of tonnage shipped exceeding the banner year of 1915 by 1,556,604 tons or about 8%. The difference of 107,000 tons between the production and shipments of coke represents how far the former is the second best, falling short of 1913, when the average price was \$56, by \$3,520,193, or a trifle over \$2, but it was \$4,204,540 more than the gross revenue of 1907 when the average price was \$39.

The year 1916 was in a number of respects one of the most remarkable in the history of the Connellsville region. It was marked by well sustained demand and prices during the greater part of the year and by abnormal demand and exceptional prices in its closing months. More unusual and extraordinary trade conditions were met as the year progressed than have confronted the operators in all their previous experience.

It has been the common lot of the coke operator to have troubles. Car troubles, labor troubles, price troubles and then just plain assortments of troubles. Fate has hitherto dealt kindly with him, though, and sent troubles one at a time until 1916 when they began to come as twins, triplets and sometimes in small families. In January it was cold weather, car shortages and embargoes. Later short labor supply succeeded to the embargo.

OVEN ACTIVITY.

In oven operation the year 1916 was in somewhat marked contrast to 1915. In that year it was a matter of a progressive and gradual growth in oven activity from 43% at the beginning of the year to 85% at the close. During 1916 the operation was characterized by many irregularities. They were not of wide range, however, never dropping below 85% or rising above 90%, with an average for the twelve months of about 86.5%, which shows how consistent and steadily maintained was the effort of the operators to secure the maximum output even under the handicap imposed by labor shortage and inefficiency, car shortage and other conditions which confronted the region with more or less persistence throughout the year.

The furnace interests began the year with 19,326, or 84.5% ovens in blast. The number of active ovens was increased from week to week to the maximum of 20,634, or 91.4% in May. From that month there was a slight but gradual decline to 18,480, or 85.4% in August. From thence until the end of the year there was an equally gradual recovery to 20,319, or 89%. The operation of the ovens of the merchant interests maintained very much the same course as the furnace ovens. On January 1st 13,550 ovens, or 84.5%, were in blast.

With all its faults the coke operators will love 1916 still. The by-product bugaboo lost its frightful mien; the region re-discovered itself through the development of a good coal business; the sky-rockerling prices of spot coke set a new basis for contracts, and at no time did operators have to go out in the highways and byways of the market to pick up enough orders at the buyer's price to keep their plants running. In contemplation of its many blessings which mostly came in strange disguise, there is disposition, no less than many reasons, to forget all the travail, worry and vexations of the year.

The following tabulated statement gives a comprehensive view of the coke trade for the past 36 years, during the whole period of its importance as an industry. It shows the number of ovens in commission at the close of each year, the annual output, the average price and the gross value of the output, as compiled and published annually by The Courier:

OPERATING CONDITIONS.
Holidays, cold weather, deficient labor and car supply all combined to make the opening of the year anything but auspicious from an operating point of view, and it was with difficulty that enough coke was made to supply the demand. The early weeks of January saw violent fluctuations in production and shipments with weekly changes of 20,000 to 30,000 tons. The year had begun with production at the rate of 40,000 tons weekly. This fell to 40,000 in the third week of the first month. The Youngstown strike threw 65 cars of coke back on the region in January, but the market quickly absorbed it. In the second week of February normal conditions were restored and production advanced to 42,000 tons. The development of a car shortage caused a slowing down in operation and some stocking of coke but production kept well above the 40,000-ton mark and in the last week reached the highest point, 445,000 tons, of the year to date.

By the middle of March the improvement in the car supply and greater industry among the workers of the region raised production to 457,000 tons. This was followed by a lull the next week which occasioned the loss of 25,000 tons. In the succeeding week this loss was fully recovered. April opened with 88.8% of the ovens in the region in blast, operating at 98% of productive capacity, or approximately 477,000 tons for the week.

The suspension of furnaces and the prospect of increased labor costs following the announcement of an advance in wages by the United States Steel Corporation caused production to dwindle during the latter part of April, which

total output was 477,000 tons for the week.

The above shows that the Connellsville region produced 55% more in the Lower Connellsville region 45% of the total, while the production of coke in

Statistics of the Connellsville Coke Trade for the Year 1916.

Production and Shipments of Both Regions by Weeks

1916	MERCHANT			FURNACE			TOTAL		SHIPMENTS	
	Week Ending	Active Ovens	Per Ct. of Tot.	Production Tons	Active Ovens	Per Ct. of Tot.	Production Tons	Production Tons	Cars	Tons
Jan. 1	13,550	84.5	26,728	19,336	84.4	26,568	53,296	1,524	57,023	
Jan. 8	13,675	83.6	17,674	19,336	84.0	25,294	42,968	1,183	431,514	
Jan. 15	13,695	85.0	17,197	19,336	84.0	24,584	42,052	1,120	410,139	
Jan. 22	13,630	81.6	18,703	19,455	87.5	24,534	42,616	1,167	420,588	
Feb. 5	13,701	85.1	18,185	20,184	88.3	25,148	43,382	1,229	412,456	
Feb. 12	13,796	85.8	17,628	20,282	88.3	25,181	44,434	1,176	420,190	
Feb. 19	13,903	86.5	15,815	20,324	88.6	25,092	44,287	1,092	417,876	
Feb. 26	14,030	87.3	18,070	20,324	88.6	25,120	44,290	1,274	457,838	
Mar. 4	14,041	87.4	18,022	21,402	88.9	26,100	44,322	1,227	438,038	
Mar. 11	14,041	87.3	18,826	21,446	89.1	26,501	45,534	1,217	463,244	
Mar. 18	14,041	87.4	17,944	21,452	90.0	25,208	42,689	1,339	429,768	
Mar. 25	14,057	87.5	18,976	21,452	90.0	27,012	43,618	1,269	456,327	
April 1	14,179	88.0	20,191	21,521	90.7	25,704	47,995	1,216	476,923	
April 8	14,200	88.2	19,707	20,498	90.3	26,157	46,512	1,236	465,475	
April 15	14,221	88.3	19,237	20,665	90.0	27,073	46,220	1,209	454,395	
April 22	14,208	88.3	18,650	20,733	90.6	25,170	46,220	1,245	452,672	
April 29	14,220	88.3	15,973	20,733	90.3	24,749	46,200	1,234	409,262	
May 6	14,220	88.3	16,290	20,583	89.6	24,000	41,226	1,145	410,423	
May 13	14,199	88.8	17,040	20,519	89.3	25,638	40,678	1,216	410,077	
May 20	14,207	88.8	17,460	20,524	91.4	25,841	44,441	1,204	434,190	
May 27	14,199	88.8	17,457	20,588	91.1	25,355	43,812	1,253	437,091	
June 3	13,968	87.4	17,231	20,500	90.8	25,081	43,187	1,198	413,235	
June 10	13,611	85.1	15,975	20,461	90.6	24,049	40,804	1,145	401,571	
June 17	13,443	84.1	18,150	20,189	89.4	25,128	43,175	1,205	423,620	
June 24	13,394	83.8	17,175	20,082	88.9	24,635	41,750	1,180	403,984	
July 1	13,330	83.5	17,150	20,082	88.9	25,179	42,359	1,246	410,709	
July 8	13,497	84.5	14,700	20,114	89.1	21,429	35,932	1,076	382,692	
July 15	13,447	85.5	16,920	20,047	87.9	24,496	41,019	1,149	374,274	
July 22	13,332	84.7	16,190	19,710	86.4	24,190	41,280	1,194	412,021	
July 29	13,404	85.2	17,125	19,659	86.1	24,517	41,755	1,169	417,887	
Aug. 5	13,404	85.2	15,830	19,630	86.1	23,400	40,200	1,060	394,047	
Aug. 12	13,424	85.3	16,240	19,630	86.1	24,580	40,340	1,134	401,571	
Aug. 19	13,282	84.9	16,085	19,576	85.8	24,025	38,060	1,146	408,179	
Aug. 26	13,115	83.8	15,715	19,576	85.8	24,010	39,745	1,158	398,969	
Sept. 2	13,299	85.0	16,220	19,482	85.4	23,896	39,110	1,142	403,984	
Sept. 9	13,152	84.0	15,019	19,480	85.1	23,555	38,374	1,147	396,307	
Sept. 16	13,190	84.5	15,433	19,555	85.7	23,599	39,347	1,106	397,016	
Sept. 23	13,192	84.5	15,600	19,544	86.6	24,000	40,560	1,100	404,047	
Sept. 30	13,203	84.6	16,613	19,641	86.1	24,849	41,264	1,183	413,666	
Oct. 7	13,092	83.9	16,473	19,642	86.1	25,158	41,612	1,167	416,566	
Oct. 14	13,208	84.5	15,926	19,680	86.3	24,542	40,305	1,167	406,656	
Oct. 21	13,221	84.5	15,717	19,680	86.8	24,659	40,305	1,162	397,667	
Oct										

CHRISTMAS SLUMP WORSE BEFORE THAN AFTER THE HOLIDAY

Two Idle Days in Succession
Help Out a Little on
Car Supply.

SHIPMENTS GAIN SLIGHTLY

Operators Beginning to Fear They Will
Not Have Men Enough to Load Cars
in Case They Should Suddenly Be-
come Ready; Coal Shippers Low

The slump in coke during the two weeks preceding Christmas was so sharp and pronounced that the recession following that holiday was less violent than had been expected. The day was observed throughout the region and at number of them, especially the smaller plants, a second day was required to fittingly conclude the festivities.

The two holidays of Sunday and Christmas coming in succession were not an unmixed blessing as opportunity was given to accumulate a better supply of cars than has been available for the first working day of the week for sometime past. During later days in the week there was a sharp decline in the number of cars available, as well as continued sluggishness of movement. For the week the car supply averaged between 55 and 70%.

Practically the service was about as during the preceding week but with the advantage given by the two days' accumulation of empties at the beginning of the week. Shipments made a very slight gain, about 3,000 tons, but production recorded a loss of 2,000 tons.

Coke car supply this week began with 60% distribution on one road and 75% on another which has been fairly well maintained thus far. Coal car supply averaged 50 to 60% last week but has taken a decided advance this week, running one Monday 70 to 80% on one road and holding to 60% on another.

The coke operators are becoming very apprehensive just now that in event of a return to anything like normal in car supply they would be placed in the predicament of not being able to load them. The irregularity in car supply causing coke workers to lose considerable time many of them have sought and are seeking employment in other lines of work.

The estimated coke production for the week ending Saturday, December 30th aggregated 321,911 tons, of which the merchant ovens made 119,628 tons and the furnace ovens 212,283 tons, a loss of 2,037 tons from the previous week. The Connellsburg region produced 193,615 tons and the Lower Connellsburg region 138,396 tons.

Coal shipments for the week dropped to 180,000 tons, a loss of 37,000 tons from the previous week. The combined tonnage of coal coke, reduced to coke basis was 445,000 tons, a loss of 29,000 tons.

Shipments for the week ending Saturday, December 30th, aggregated 9,338 cars carrying 325,976 tons, consigned as follows:

Destinations: Cars: Tons
Pittsburgh District 3,270 114,752
West of Pittsburgh 4,407 165,755
East of Connellsburg 1,293 42,827

B. & O. COAL TRAFFIC

For November Showed an Improvement Over That for October.

The November coal tonnage of the Baltimore & Ohio Railroad shows an increase, following a decrease in October as compared with corresponding month of last year, and it is expected that the 4,000 new coal cars recently purchased will enable the company to handle a steadily increasing tonnage from now on.

Good results are anticipated also from the new coal pier at Curtis Bay, Baltimore, which represents an investment of \$2,000,000. This will load one of the largest colliers in three hours, and thus much reduce the standing time of cars sent down to accumulate tonnage for loading.

New West Va. Coal Company. The Batelle Coal Company, owner of 300 acres of Pittsburg coal in the Batelle district, Monongalia county, W. Va., has been incorporated with a capital of \$120,000 by John W. Fleming and associates of Fairmont.

OPENING ALASKA'S BIG COAL FIELDS

One-third of the Government's Railroad is Now Completed; Will Be 466 Miles When Finished.

The new government Alaskan railroad, which is to link up Seward, at the head of Resurrection bay, with Fairbanks, 466 miles in the interior, is nearly one-third completed, according to announcement from Washington, D. C.

After less than 15 months of actual construction work, the link connecting the townsite of Anchorage, on Knik arm, with the edge of the Matanuska coal fields, is in actual operation.

In addition the government has purchased and rehabilitated the Alaska Northern railroad, running out of Seward northward, and is now operating trains over this section as far as Kasilof creek, 71 miles.

August 1, 1916, the first carload of coal from the rich Matanuska coal fields was taken out at Doherty's bunkers on Moose creek and shipped down the line to Anchorage. The Alaska railroad commission has contracted with Doherty for as much coal as he can produce.

By next summer the Matanuska spur will be ready to haul out all the coal leases of mines in this field desire to ship.

Secretary of the Interior Lane now has before him applications for leases in this coal field, and it is expected these will be signed this year. Next spring, therefore, the opening of the Alaskan coal resources to public use will have become an accomplished fact.

Ever since 1906, when all coal lands in Alaska were withdrawn from entry to save them from monopolization by the Guggenheim syndicate, development has been held up pending some solution of the question.

In 1914 Congress passed and President Wilson signed the Alaskan government railroad act. This was followed by the Alaska coal leasing act, recommended by Secretary Lane.

March 12, 1914, the first appropriation of \$1,000,000 became available for surveys of the government road. In May, 1914, President Wilson appointed the Alaska engineering commission, to act under Secretary Lane in building the road.

J. V. THOMPSON'S TRIAL CONTINUED

Federal Judges Grant Motion to Defer Action Against Uniontown Man Until Next May.

Judges Orr and Thompson of the United States District Court, sitting in Pittsburgh this morning, granted a motion for the continuance of hearings in criminal cases against J. V. Thompson of Uniontown, from January 8 to the May term of court.

Attorney R. E. Umbel and W. C. McKeon presented the motion on the grounds that Mr. Thompson's time and attention had been devoted to the working out of the affairs of the creditors' protective committee to such an extent that he had been unable to prepare for the criminal cases. A. F. Cooper presented a similar petition upon behalf of the creditors' committee.

United States District Attorney E. Lowry Humes opposed the continuance, but his objections were overruled.

P. R. R. TONNAGE HEAVY

Coal and Coke Movement for 10 Months Show Gain Over 1915.

The Pennsylvania Railroad Company's lines east of Pittsburgh and Erie, Pa., carried during the 10 months of the current calendar year from January 1 to October 31, 40,496,441 tons of bituminous coal, increases as compared with the same period of last year, 4,587,498 tons; 9,985,566 tons of anthracite coal, increase, 1,397,227 tons, and 12,055,243 tons of coke, increase of 2,450,887 tons; total tonnage 62,536,250 tons, increase 8,345,612 tons.

During October the bituminous coal carried was 331,325 tons less than October, 1915, the total being 3,973,111 tons, and there was also a small fall-off in the amount of coke carried, all of which may have been due to car shortages.

For River Lading.

The Fredericktown Coal & Coke Company has commenced work on the construction of a new tipple to provide for shipments by river.

Furnace Reconstructed.

The Wellston Furnace Company has completed reconstruction of its No. 1 stack at Wellston, O.

LIST OF COKE OVENS IN The Connellsburg District

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, Dec. 30, 1916.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
MERCHANT OVENS.				
175	160	Acme	W. J. Rainey	New York
50	50	Acme	Franklin Coke Co.	Uniontown
182	182	Beauty	Mt. Pleasant Coke Co.	Greensburg
120	90	Boyer	Franklin Coke Co.	Uniontown
30	30	Brown	Franklin Coke Co.	Uniontown
32	32	Carly	Franklin Coke Co.	Uniontown
150	150	Clare	Clare Coke Co.	Connellsburg
40	36	Clayton	Clayton Coke Co.	Uniontown
50	50	Elkton No. 2	Wheel Coke Co.	Uniontown
200	100	Elizabeth	Connellsville Coke Co.	Connellsville
126	100	For Pitt	W. J. Rainey	New York
10	10	Franklin	Summit Coal Co.	Uniontown
101	101	Frederick	W. J. Rainey	New York
118	118	Grace	Grace Coke Co.	Uniontown
8	8	Helen	Samuel J. Lehr	Youngwood
145	145	Humphrey	Samuel J. Lehr	Youngwood
38	38	Johnson	Samuel J. Lehr	Youngwood
32	32	Little Sunshine	Samuel J. Lehr	Youngwood
40	40	Miles	Samuel J. Lehr	Youngwood
84	84	Mohr	Samuel J. Lehr	Youngwood
300	240	Meadowbrook	Samuel J. Lehr	Youngwood
310	310	Mt. Pleasant	Mt. Pleasant Coke Co.	Greensburg
32	32	Myles	Mt. Pleasant Coke Co.	Greensburg
60	60	Palmer	Brown & Churchill	Uniontown
180	180	Paul	W. J. Rainey	New York
65	65	Rainey	W. J. Rainey	New York
50	50	Rainey	South Fayette Coal & Coke Co.	Uniontown
38	38	Shirley	W. J. Rainey	New York
40	40	Thomas	W. J. Rainey	New York
57	57	Veteran	W. J. Rainey	Pittsburgh
16,74	12,81	West Penn	West Penn Coke Co.	Pittsburgh

FURNACE OVENS.

Size	Capacity	Will Supply	Steam	Exhaust	Suction	Discharge	Weight
5x2 1/2 x 6	26 gals.	100 H. P.	1/2	1 1/2	1 1/2	1 1/4	450
DOUBLE PLUNGE MINE							
10x5 x 12	102 gals.	500 H. P.	1 1/4	1 1/2	3	2 1/2	1600
PISTON MINE							
10x5 x 12	102 gals.	Will Supply	Steam	Exhaust	Suction	Discharge	Weight
DEEP WELL							
6x12	74	1	1 1/2	3 in.	2 1/4	to 4 1/4 in.	
6x24	74	1	1 1/2	3 in.	2 1/4	to 4 1/4 in.	

In Stock for Immediate Shipment Yough Steam Pumps

BOILER FEED

Size	Capacity	Will Supply	Steam	Exhaust	Suction	Discharge	Weight
10x5 x 12	102 gals.	100 H. P.	1/2	1 1/2	1 1/2	1 1/4	450
10x6 x 12	147 gals.	500 H. P.	1 1/4	1 1/2	4	2 1/2	1600

PISTON MINE

Size	Capacity	Will Supply	Steam	Exhaust	Suction	Discharge	Weight
10x5 x 12	102 gals.	Will Supply	Steam	Exhaust	Suction	Discharge	Weight

DEEP WELL

Size	Steam	Exhaust	Plunger	Basket
6x12	74	1	1 1/2	3 in.
6x24	74	1	1 1/2	3 in.

M. M. COCHRAN, President.

W. HARRY BROWN, Vice President.

J. H. PRICE, Sec. and Treas.

WASHINGTON COAL & COKE CO.

General Office, DAWSON, FAYETTE COUNTY, PA.

6,000 Tons Daily Capacity.

**FAMINE UNABATED;
A BIG ADVANCE IN
CONTRACT PRICES**

Record Shattered When \$8
is Paid for 15,000 Tons
in First Quarter.

FOUNDRY SPOT BRINGS \$12

No Serious Effort Has Been Made By
Operators to Obtain a Higher Price
Than This But Dealers Freely Pay
That Much and Perhaps Some More.

Special to The Weekly Courier.
PITTSBURG, Jan. 3.—The famine in
coke is unabated. Some furnaces are
banked because railroad embargoes
prevent any coke from reaching them,
while others are banked because the
amount of coke that reaches them
from day to day is altogether insuffi-
cient to keep the furnaces in opera-
tion even at the slowest rate that is
feasible, while others are running, but
at reduced rates.

It is understood that the United
States Steel Corporation has been in
a few of the furnaces it banked just
before Christmas but that the furnaces
will shortly have to bank again, and
this time they will be banked for a
longer stay out of the producing ranks
than they were the first time. On the
whole, about the same number of fur-
naces are banked as was the case a
week ago.

There has been no material change
in spot coke prices in the past week,
but there has been a sharp advance in
contract prices, owing to general ap-
preciation of the fact that the present
traffic conditions may last a long
time, while there is a belief that even
with normal railroad facilities coke is
going to be scarce for a long time,
owing to the heavy consumptive de-
mand and the shortage of labor.

Some irregularities have developed
in the spot furnace coke market by
reason of railroad embargoes, where-
by an occasional shipper's cars to
load but cannot get the cars through
to his contract customer on account
of the latter's location eng embargoes.
Special to The Weekly Courier.
NEW YORK, Jan. 3.—The American
Metal Market and Daily Iron &
Steel Report will review the steel and
iron trade tomorrow as follows:

In the councils of the steel trade
market conditions and prospects are
wholly secondary to the great prob-
lems arising from the railroad block-
ade. Production of steel has been af-
fected, and shipments are still more
affected. Accumulations of steel at
mills have reached important propor-
tions and will soon be taxing ware-
house capacity and crane facilities in
many plants, particularly in the
Pittsburgh and Valley districts. An im-
portant meeting of traffic heads of
Steel Corporation subsidiaries is being
held in Pittsburgh in the hope of de-
veloping some new means to cope with
the situation.

The number of blast furnaces banked
is approximately the same as a
week ago. A few have had the blast
turned on simply for the purpose of
preparing for banking more securely,
the first banking having been in-
tended merely to carry the stocks over
Christmas. Coke continues to sell at
fabulous prices both for spot ship-
ment and for shipment over a period
of months, but paying high prices
does not increase the supply, which is
altogether inadequate.

The slackening in steel market
activity, which was at first attributed
chiefly to the German peace overture
of December 12th, is now being
ascribed to inventory taking and
annual accounting operations, which
yearly become a greater task on ac-
count of taxation and government
regulations. No one expects activity
to be resumed, even at a moderate
pace, until January is past, but unless
transportation conditions improve
there can hardly be a basis for the
transaction of much business even in
February. Conditions are such that
no one is disposed to raise questions
as to the performance of present steel
prices for months to come.

**DRASTIC ACTION TO
END CAR SHORTAGE**

Interstate Commerce Commission Pro-
poses to Assume Direct Charge
of the Traffic Situation.

WASHINGTON, Dec. 29.—Repre-
sentatives of railroads throughout the
country today appeared before the
Interstate Commerce Commission to
show cause why the commission
should not take into its own hands the
car shortage situation heretofore
dealt with by the roads themselves,
and issue drastic orders to relieve
congestion.

The order which the commission ap-
parently is prepared to issue, unless
the roads show cause why it should
not, would require the roads to re-
turn to connecting lines all foreign
cars on their racks after unloading.

Heretofore the railroads have en-
deavored to cope with the situation
by requiring roads in the east, where
congestion is greatest, to return to
connecting lines monthly a larger
number of foreign cars than received.

One of the bases of today's hearing
was the claim advanced by certain
railroad interests that the commis-
sion apparently was without authority
to issue such an order as cited in to-
day's summons.

STEEL PLANT SOLD

Carnegie Comes Passes Into Hands
of Eastern Bankers.

The sale of the Superior Steel Com-
pany plant of Carnegie to a group of
Philadelphia and New York bankers
was consummated on Thursday. The
price paid was \$11,500,000, \$6,000,000
in cash and the balance in stock of the
new organization, the Superior Steel
Corporation, chartered under the laws
of Virginia.

The management of the new corpora-
tion will remain for the present in
the hands of the men who have suc-
cessfully handled the affairs of the
Superior Steel Company.

Largest Coal Output.

More coal has been mined and
moved this year than ever before.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING DEC. 30, 1916.			WEEK ENDING DEC. 28, 1916.					
	DISTRICT.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	20,770	15,549	2,237	193,615	30,810	18,532	2,287	187,074	
Lower Connellsville	17,583	15,523	2,060	188,266	17,582	15,530	2,063	146,877	
Totals	38,353	31,066	4,297	381,881	38,362	34,062	4,340	333,951	
FURNACE OVENS.									
Connellsville	16,454	15,251	1,703	158,643	16,064	15,281	1,703	154,610	
Lower Connellsville	15,226	15,038	788	153,640	5,296	5,088	788	50,817	
Totals	31,680	30,319	2,491	312,283	21,350	20,310	2,491	205,427	
MERCHANT OVENS.									
Connellsville	3,795	3,961	534	34,972	8,835	4,251	584	32,461	
Lower Connellsville	11,757	10,855	1,272	81,656	11,757	10,892	1,265	96,060	
Totals	15,552	13,746	1,808	110,628	15,592	18,748	1,849	128,521	
SHIPMENTS.									
To Pittsburgh	8,270	Cars.	114,553	Tons.	3,831	Cars.	131,110	Tons.	
To Points West of Pittsburgh	4,775	Cars.	165,786	Tons.	4,407	Cars.	156,482	Tons.	
To Points East of the Region	1,298	Cars.	12,837	Tons.	1,168	Cars.	35,373	Tons.	
Totals	14,303	Cars.	325,776	Tons.	9,046	Cars.	328,975	Tons.	

**LIST OF COKE OVENS IN
The Lower Connellsville District**

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, Dec. 30, 1916.

Total Ovens	In Blst	Name of Works	Name of Operators	P. O. Address
MERCHANT OVENS.				
40	400	Adam	Adam Coal Company	Uniontown
263	204	Aldrich	W. H. Harry Brown	Aldrich, Pa. Co.
263	204	Allison No. 1	W. J. Kelley	New York
263	204	Allison No. 2	American	New York
242	210	American	American	Pittsburgh
40	40	America	The Wilkes & Foster Coke Co.	Uniontown
267	20	Anderson	Champion Coke Co.	Pittsburgh
20	20	Browning	Browning Coke Co.	Uniontown
20	20	Brownsville	Brownsville Coal & Coke Co.	Brownsville
20	20	Brownsville	Champion Connellsville Coke Co.	Uniontown
20	20	Brownsville	Champion Connellsville Coke Co.	Pittsburgh
20	20	Brownsville	Consolidated Connellsville Coke Co.	Uniontown
20	20	Brownsville	Consolidated Connellsville Coke Co.	Pittsburgh
20	20	Brownsville	Consolidated Connellsville Coke Co.	Connellsville
20	20	Brownsville	Consolidated Connellsville Coke Co.	Uniontown
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The Weekly Courier.

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THURSDAY MORNING, JAN. 4, 1917.

RATE REDUCTION CONFIRMED.
The Connellsville coke region can take pardonable pride in its New Year's gift.

The voluntary reduction made by the Pennsylvania Railroad Company of 15 cents per ton in rates on coal from the Connellsville region to eastern destinations, announced late in November, has been confirmed by the Interstate Commerce Commission and by order of that body the removal of the differential became effective January 1st.

The coal operators of the Clearfield district, which has hitherto enjoyed a differential of 40 cents against the Connellsville region, had protested against the reduction proposed by the Pennsylvania railroad and filed a complaint with the Interstate Commerce Commission requesting suspension of the revised rates. The national regulatory body declined to grant the petition.

The confirmation of the reduction in rates now places the Connellsville region in the position of being able to compete with the Fairmont and neighboring districts for eastern coal business. It marks the partial winning of the fight conducted by the Connellsville Coal Tariff Association for more equitable rates to the coal consuming markets. While it determines this question only in so far as eastern rates are concerned, the precedent in this most recent decision gives ground for the hope that rates to western points will be adjusted on the same equitable basis.

The Pennsylvania railroad, by its voluntary reduction in the eastern rates, has shown its appreciation of the merits of the Connellsville Coal Tariff Association's contention no less than it has exhibited wise foresight by its removal of the unjust discrimination against the Connellsville region.

FOR ALL NOT ONE.

Certain persons, who have never shown great willingness to take steps with the majority in wishing well to every effort of J. V. Thompson personally and the J. V. Thompson Creditors' Committee impersonally, in their efforts to bring about a complete rehabilitation of his affairs and the material salvation of the greater part of Fayette and Greene counties, are disposed to speak disparagingly of what is being done in that direction.

The recent purchase by President J. A. Campbell, of the Youngstown Steel & Tube Company, of 860 acres of coal land in Cumberland township, Greene county, has been the occasion for the expression of opinion of this character. Because President Campbell is also a member of the Creditors' Committee, the conclusion is jumped at by the critical that this organization is making an effort to boost coal sales and prices by having its members themselves become purchasers.

So far as information is available the coal included in the recent sale was not a part of the Thompson holdings but was purchased from the original holders who had never sold to Thompson or anyone else. The acreage was desired by the purchaser to round out its holdings in the field, where it is planned development will soon begin. The terms and price were satisfactory to both parties and the deal was closed. That seems to be about all there was to the transaction.

It is stated that Mr. Thompson assisted in the negotiations, doing so in the spirit of helpfulness that the members of the Creditors' Committee have themselves shown in furthering the objects of their organization. In the things already accomplished Mr. Thompson has taken a large part and no criticism can be justly directed against him. The Creditors' Committee has not been idle and it has accomplished enough that there is no necessity for this or other time to stimulate coal land sales in order to direct attention to its own activities.

The Creditors' Committee simply represents in organized and legal form that spirit and temper which should be manifested by every person who is interested in conserving the business resources of a large section of country and of many people whose interests are interdependent—not in the sense of rescuing an individual for his own advantage or gain, but in the bigger and broader sense of performing a useful public service for all.

A MERE COINCIDENCE.

It is a mere coincidence, of course, that of the 12 federal farm loan banks 11 are to be located in the Solid South and west of the Mississippi river. Only one is placed east of that stream and north of the Mason-Dixon line.

Farming has presumably become a lost art in those great states of the central west and the east where the Democrats lost the electoral vote.

The more the beligerents talk peace the better it sounds to them.

FARMERS AND COMPENSATION.

Chairman Mackey of the State Compensation Board, in his recent address to the State Grange suggested that the farmers go on record as favoring an amendment of the Compensation Act to place farmers under its provisions. While the Grange took no official action, the suggestion is receiving thoughtful consideration by those farmers who give attention to questions affecting the industry and its needs.

Farmers have never been blind to the fact that as a class they were exempted from the provisions of the Compensation Act simply because some of the advocates of the law were afraid of the farmer vote. Some of the farmers were flattered by this attitude of the lawmakers, others have attached no more importance to this display of political weakness than it deserves.

The impression the public formed of the law from its very inception was that it was to provide a fixed and certain measure of compensation for injuries sustained during employment in the industrial occupations, and without the necessity of resort to litigation. By the judgment of the public's standard laborer on a farm is no less an employee than is a workman in a steel mill or a coal mine, hence there was some disposition to consider the exemption of farmers from the provisions of the law as little short of a discrimination in their favor and against the large employers of labor. There was an element among the farmers which considered this exemption as recognition of a natural right belonging to the class, but there were others who held to the view that farmers ought to be just as willing as other employers to assume the obligations involved by the same relations to men in their employ.

The broad underlying principles of compensation have been generally accepted by all classes as giving legal recognition to the fact that society as a whole has certain obligations to its individual members. The enactment of compensation laws has been in response to the demands of an enlightened public sentiment. Except in rare instances employers have imposed no serious objection to their enactment and many have welcomed them as means of affording relief from conditions which, under the common law and the industry of a certain class of attorneys, were becoming burdensome.

There may be some doubt that the extension of compensation law to farmers would solve the problem of keeping labor on the farm, through insuring them compensation in case of injury. The tendency would probably be in that direction especially because other lines of employment much more remunerative and operating under the provisions of the law, have drawn so heavily upon the farms in recruiting working forces. This is a less important consideration, however, than the one involving the farmer's obligation, jointly with other employers of labor, in assuming his full and proper relation to his employees.

THE GARBAGE QUESTION.
The garbage question is due for a reopening. The present contractor having declined to renew his contract for another year the city council is confronted with the task of making the experience of the past year as a guide that body ought to be able to work out a plan that will more satisfactorily serve the purpose.

That the collection of garbage in Connellsville has never been a success from either a business or sanitary point of view is generally admitted. Why it has not is due to a number of reasons the chief of which is the inherent faults of the system which has been in vogue. In this particular Connellsville has had about the same kind of an experience as other cities of equal size and larger have had with the contract plan of collection.

Briefly stated this experience has been that until the cities make the collection of garbage a municipal function, like street cleaning, and divide the territory into districts to be covered frequently and with regularity and thoroughness; place the whole system under competent supervision and back up the whole work by the rigid enforcement of garbage ordinances, more or less confusion has existed.

Like Connellsville a number of cities are still striving to reach a solution of the problem. In Johnstown, where a corporation owns and operates the reduction plant and receives the garbage delivered to it, the collections are made under a contract system which is separate from a collection of rubbish, ashes and other refuse material. This method has proven so inadequate that the municipal control of the collection is being strongly urged in its stead. On this matter the Johnstown Leader says:

Johnstown has a garbage ordinance, very stringent on paper. It is not enforced. It cannot be enforced until another link in the chain is provided. That link is a thorough system of garbage collection. Such a system, in order to be effective, must be in place, and the collection and disposal of rubbish, ashes and manure by the same persons who are responsible for the hauling of the garbage. The city can do no collecting and hauling of its own trash and labor, or it can let a contract for the job to one or more persons. In case there is more than one contract collector such should have a defined district, or a distinctly separate part of the work. In any event the city should cut out of the keeper of funds and the city must retain the power and authority to exact certain regulations upon the householders and the collector.

These are suggestions on which there is general agreement. It is believed that the present system is costing much more for service than a much better service would do. The loss comes in many ways, but is made up out of the pockets of all. A good garbage system is, therefore, a business proposition, from more standpoints than one. The sanitation, the business men of Johnstown and the city officials seem in accord on this.

The question is whether the people of Johnstown wish to continue the present inadequate system, which costs them excessively for service payment, or whether they prefer to make a slight addition to the annual cost of city government or gain, but in the bigger and broader sense of performing a useful public service for all.

Japan has a wireless outfit that can pick up messages in Germany. That is nothing compared to the feat of its outfit of soldiers who picked up one of Germany's choice colonial possessions in the Far East.

Only a resourceful Union Supply Santa Claus could please 4,000 patrons with 2,500 boxes of Christmas candy.

The situation in Connellsville is somewhat different because of the

ONE AFRAID; OTHER DARE NOT.

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Municipal ownership of the garbage plant, in working out a plan for the coming year it might be advisable to inquire into the possibilities of leasing the plant to responsible persons who are experienced in garbage reduction, the city delivering the garbage at the plant. The proposition to allow individuals to operate the plant in exchange for the collection franchise may not appeal to taxpayers as desirable. They would be obliged to pay a direct monthly tax for the collection service as well as saving to provide through taxation for the payment of interest upon the city's non-income yielding investment in the garbage plant.

Farmers have never been blind to the fact that as a class they were exempted from the provisions of the Compensation Act simply because some of the advocates of the law were afraid of the farmer vote. Some of the farmers were flattered by this attitude of the lawmakers, others have attached no more importance to this display of political weakness than it deserves.

The impression the public formed of the law from its very inception was that it was to provide a fixed and certain measure of compensation for injuries sustained during employment in the industrial occupations, and without the necessity of resort to litigation. By the judgment of the public's standard laborer on a farm is no less an employee than is a workman in a steel mill or a coal mine, hence there was some disposition to consider the exemption of farmers from the provisions of the law as little short of a discrimination in their favor and against the large employers of labor. There was an element among the farmers which considered this exemption as recognition of a natural right belonging to the class, but there were others who held to the view that farmers ought to be just as willing as other employers to assume the obligations involved by the same relations to men in their employ.

Under all the circumstances it might be worth while to make the further experiment of a year's trial of municipal collection, delivering to the garbage plant for reduction under a lease of that property to experienced people. By establishing collections on a well worked out system, closely supervised in its operation and supported by a firm enforcement of ordinances, we ought to get farther along on the road to a sanitary and business-like handing of garbage than we have done heretofore.

NEXT COUNTY INSTITUTE.

"Connellsville," says the Belle Vernon Enterprise, "scares the Unisontown merchants regularly once a year. That is when the county institute meets. That Connellsville is on the job is plain, and all they do to make a strong plea or but for the affair. This year they offered the big theatre free and a big bonus besides. In the country seat new institute tickets are given away because they cannot be sold, and the merchants and hotels pocket about \$20,000. Not much wonder they want to hold on to the institute."

It was with no desire to cause any grief to our timid and modest sister city on the south, as our contemporary seems to believe, that Connellsville suggested the desirability of holding the County Institute here next year. Our enterprising, public spirited citizens who have fathered this movement, were prompted by no considerations, or motives other than that a sense of fairness justly entitles the First City of Fayette to the privilege and honor of entertaining the county's teachers at their next annual gathering.

As the converging center of four great lines of railroad and the hub to the West Penn trolley system, Connellsville provides means of ingress and egress which will enable teachers in the remotest districts reaching the institute with ease, comfort and dispatch. Our hotel facilities invite the return of every wayfarer who has roamed in our midst, and they can afford no less satisfactorily to the creature comforts of the teachers who platform at his administration. Taking his cue from the Baltimore division fixed its date as the 11th of June. The institute is to be held in the auditorium of the High School, and the 11th of June is not a few days off.

The world has never understood the Kaiser's proposal as constituting even in a vague way, the terms upon which he would be willing to conclude a peace. Rather his offer has been accepted as an indication of his readiness to enter in good faith upon peace negotiations. While the Allies take some with some minuteness of detail certain matters that must be determined before a peace is agreed upon, they were just a trifle careful, it appears, not to go so far in their refusal of the Kaiser's offer that negotiations cannot progress along other lines from the initial starting point.

There will probably be much fighting between the armies in the field, and a long drawn out campaign between the diplomats at home, but the world can reasonably hope that peace sooner or later come out of all the bluff and counter bluff. Both groups of belligerents are maneuvering for position with as much skill as their generals would make disposition of their soldiers on the field of battle. Both sides are making the best possible showing of their strength and resources; both are making a bold front; both anxious, perhaps willing also, to have peace right, but both wanting it made according to their own specifications.

MORE RAGEN: LESS FOOD.
In the contest of 1912 President Wilson made his campaign chiefly on the cost of living, asserting that the Protective Tariff had made prices high.

Taking his cue from the Baltimore division he platformed his administration to work 8 hours or more as they may desire. This will very much restrict the opportunity of congressmen to consult him on pork and pie, but it has the virtue of also restricting the opportunities, which is probably the greater reason for the change.

In the case just decided the switchmen were granted an 8-hour day so far as it was found practicable to apply it to the service. Overtime is to be paid for at the regular rate, but an advance of 5 cents per hour is made over the existing rates of wages, and the switchmen are given the option to work 8 hours or more as they may desire. This will very much restrict the opportunity of congressmen to consult him on pork and pie, but it has the virtue of also restricting the opportunities, which is probably the greater reason for the change.

It is a somewhat unequivocal rejection of the offer tendered by the Kaiser but it applies more to the form than to the substance thereof. As a whole the answer constitutes a rather spirited rejoinder, but even a casual reading of it leaves the impression, however, that many of its phrases, like some used in the documents issued in the dispute between the trainmen and their employers, are identical with those involved in the dispute between the trainmen and their employers. The decision reached shows that it is entirely possible to accomplish by arbitration what recourse to Congress has been unable to do by enacting the so-called 8-hour law.

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**PENNSY'S CUT IN
EASTERN RATE ON
COAL APPROVED**

**I. C. C. Declines to Grant a
Suspension of the
New Tariffs.**

ORDER EFFECTIVE JANUARY 1

**This Places the Connellsville Region
On an Even Footing With Fairmont
and Other Districts in the Matter of
Coal Shipments to Points in East.**

The removal of the 15-cent differential against the Connellsville coke region in rates on coal shipments eastbound has been officially confirmed by the Interstate Commerce Commission and by order of that body the revised rates became effective yesterday.

In the latter part of November the Pennsylvania Railroad Company, upon its own initiative, filed with the Interstate Commerce Commission amended tariffs, to become effective January 1st, establishing the same rates of freight on coal from the mines on its lines in the Connellsville region, including mines on the Monongahela railroad, to destinations Harrisburg and the East, including points in New England via the Delaware & Hudson and its connections or the New York Central and its connections.

This voluntary action on the Pennsylvania railroad was promptly attacked by the Association of Bituminous Coal Operators, made up of the producers in the Clearfield district which prior to the amendment of the Connellsville region's rates, had enjoyed a differential of 40 cents per ton as compared with the latter. The Clearfield operators filed a complaint with the Interstate Commerce Commissioner protesting against the reduction in the Connellsville region rates and requesting that the amended rates be suspended.

The petition was duly considered by the Interstate Commerce Commission and the announcement was just been made that it declines to suspend the reduced rates and has ordered that the new tariffs become effective January 1st.

This decision brings to a partially successful conclusion the efforts of the Connellsville Coal Tariff Association to obtain the removal of the handicap the region has long suffered in the matter of rates on coal shipments. The decision determines only the question of rates to eastern points.

The question of rates westbound is still undetermined, being involved in proceedings instituted before the Interstate Commerce Commission by West Virginia coal operators in that is known as the Fifteen Cent Bit Case. All the hearings, which were held at Atlantic City, Detroit, Ad Washington, have been concluded. A decision is not expected for some months. The precedents already established in the eastern rate question, and still earlier by the extension of a Pittsburg district rate to coal shipments from W. Harry Brown's Alicia Mine No. 1, begot the hope among the region's operators that the adjustment of western rates will be along the same general lines and thus clear the Connellsville region of all the discriminations which have so long placed it at a disadvantage in the development of its coal traffic.

**YOUNGSTOWN TUBE
GETS GREENE COAL**

A Deal Consummated for Sale of \$60
Acres at \$15 an
Acre.

Announcement was made Monday in Waynesburg of the sale of \$60 acres of coal in Cumberland township, Greene county, to James A. Campbell, president of the Youngstown Sheet & Tube Company and a member of the J. V. Thompson Creditors' Committee for \$42,900. The sale was made through the efforts of J. V. Thompson, the options, however, having been taken by Rev. G. G. Kerr of Canonsburg, for the Buckeye Coal Company. The price paid was \$15 an acre.

Originally the options on the tract were taken by L. N. Burnett, proprietor of the Home Hotel, Carmichaels and later were taken by Rev. Kerr for the Buckeye Coal Company.

The sale of the coal disposed of the last of the Cumberland township holdings by their original owners. There are perhaps a few small tracts of little consequence that remain in the hands of the farmers, but practically all of the coal underlying the township has now been sold to concerns which probably will operate it.

The former owners of the coal were R. L. Bailey, 267 acres; R. G. Bailey, 250 acres; J. E. Bailey, 53 acres; Mrs. R. L. Bailey, 38 acres; F. M. Bailey, one acre; J. C. Gwynn, 30 acres, and Hathaway brothers, 211 acres.

NEW COAL PLANTS

Several Opened Along Berlin Branch
of the Baltimore & Ohio.

A number of new operations are being opened up by mining companies located along the Berlin branch of the Baltimore & Ohio, and all within a mile of Garret. Gogel Brothers are opening up 175 acres, Fritz Brothers, 260 acres, and Romesburg Brothers, 300 acres. J. Blair Keenly is opening up 204 acres on the White's Creek branch of the Baltimore & Ohio near the Aspinwall mine.

Hitchcock Brothers, of Mt. Pleasant are opening up an extensive operation consisting of 1,000 acres just below Marlinton and on the main line of the Baltimore & Ohio.

Pittsburg Coal Adds to Acreage. Persons acting for the Pittsburg Coal Company have bought 600 acres of coal land in Moon township, Allegheny county, at \$300 per acre.

The Grim Reaper

IRVING H. COTTON.
Irving H. Cotton, the last of a generation and one of the best known citizens of the county, died at 4:10 A. M. Wednesday, at the home of his daughter, Mrs. H. H. Burwell in Uniontown. He had been on the decline for some months with heart trouble and other complications but only three weeks ago was compelled to take his bed.

Irving H. Cotton was the youngest of a large family, all now deceased, and was a son of the late William and Catharine Goode Cotton. He was born in Lower Tyrone township on August 12, 1840. William Cotton, the father, was a native of Maryland and in 1810 moved to the Work farm in Dunbar township, Fayette county, and in 1822 located in Lower Tyrone, as one of the pioneer settlers, on a farm which remained in the family name until a few years ago. Catharine Goode Cotton, the mother, was born in Uniontown in an old building near the site of the opera house on Pittsburg street.

On January 30, 1862, Mr. Cotton was married to Miss Anna Sherrick Walter of Westmoreland county, and to this union were born eight children, all of whom are living, as follows: Alva W. Cotton, Attorney Frank P. Cotton; Mrs. M. L. McDonald, Dawson; L. M. Cotton, bookkeeper for Wright-Metzler Company, J. H. Cotton, of the Rainey store, Mount Braddock; Attorney Harry A. Cotton, Mrs. H. H. Burwell of Uniontown, and Clyde I. Cotton of the West Penn official force. Connellsville Mrs. Cotton died July 18, 1892, and two years later deceased was married to Miss Hattie Hutchinson, Lower Tyrone township. She died September 23, 1913. To this union was born one child, Glenn, employed by the Union Supply Company.

Deceased followed farming until in January, 1900, when he moved to Uniontown and soon thereafter was elected as street commissioner which place he filled with credit for two terms. In politics he was a Democrat.

Deceased was a member of the First Episcopal Church and Sunday school and was for many years a pillar in the old Bryan Church near Dawson. He was noted for his honest and upright life and for his devotion to his family. He died as he lived and without a struggle he peacefully crossed the Bar.

Rev. J. M. Thoburn Jr., had charge of the funeral services which were held at the Burwell home Sunday morning at 10 o'clock, after which the body was taken to the family plot in Cochran cemetery, Dawson, where interment will be made.

MILLER SPRINGER.
Miller Springer, 63 years old, of South Brownsville, died Wednesday in the Brownsville General Hospital following an illness of complication of diseases.

MRS CATHERING W. REYNOLDS.
Mrs. Catherine W. Reynolds, 77 years old, died Wednesday of Bright's disease at her home in South Brownsville. Mrs. Reynolds was born in County Dungarvan, Ireland, and when a small girl she came to America with relatives. She is survived by the following children: James Reynolds of Scottdale, George Reynolds of New Salem, Mrs. T. A. Waggoner of South Brownsville, and Mrs. Shan Griffith of Washington, Pa.

WILLIAM FAIRCHILD.
William Fairchild, 71 years old, postmaster at Dawson for three years and one of the town's oldest residents, died on Friday at his home following a brief illness. Mr. Fairchild contracted a severe cold during the Christmas week and later pneumonia developed resulting in his death at 9:30 A. M. Funeral from the Cochran Memorial Methodist Church at Dawson Sunday afternoon at 2 o'clock, with Rev. H. A. Baum, the pastor, officiating. Interment in Cochran cemetery.

Deceased was born at Liberty, March 17, 1845, a son of James Fairchild, who was one of the first settlers at Dawson. William Fairchild spent his boyhood days at Liberty, and the remainder of his life at Dawson. He married Miss Minerva McGill, a daughter of Enoch and Elizabeth McGill of Lower Tyrone township. In addition to relatives: James Reynolds of Scottdale, George Reynolds of New Salem, Mrs. T. A. Waggoner of South Brownsville, and Mrs. Shan Griffith of Washington, Pa.

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PETER J. WAGNER.
Peter J. Wagner, about 76 years old, a resident of Moyer for a number of years, died Saturday morning at the home of his son, Albert Wagner at Moyer, following a lingering illness. Mr. Moyer was a miner, and about ten years ago while on his way to work at the W. J. Rainey mines at Moyer, he suffered a stroke of paralysis and since then had been unable to work. Later he suffered a second stroke which resulted in his death.

Mr. Wagner was the father of George, who was killed when small building collapsed and fell upon him, and was the grandfather of Arthur Wagner, the young man who lost his life when the roof of a Baltimore & Ohio hotel collapsed while Loren Jones of the Bob Jones party was conducting noonday services. Peter Wagner was well known at Moyer and vicinity.

He is survived by the following children: Mrs. Samuel Grindie, Mrs. Marion Wilson, Mrs. Bert Zimmerman, Albert Wagner and Anna Wagner at home. Mrs. Wagner died several years ago.

MRS. REBECCA J. PEGG.
Mrs. Rebecca J. Pegg 67 years old,

Coal Freight Rates

TO EASTERN POINTS

Rate per Gross Ton of 2,240 lbs. **Pittsburgh** **W. Moreland** **G. Duke** **Latrobe**

Fairmont **Johnstown** **Pa.** **Johnstown** **Pa.** **Johnstown** **Pa.** **Johnstown** **Pa.**

Baltimore, Md. **Baltimore, Md.** **Baltimore, Md.** **Baltimore, Md.** **Baltimore, Md.**

Charleston, W. Va. **Charleston, W. Va.** **Charleston, W. Va.** **Charleston, W. Va.** **Charleston, W. Va.**

Johnstown, Pa. **Johnstown, Pa.** **Johnstown, Pa.** **Johnstown, Pa.** **Johnstown, Pa.**

New York, N. Y. **New York, N. Y.** **New York, N. Y.** **New York, N. Y.** **New York, N. Y.**

Brooklyn, N. Y. **Brooklyn, N. Y.** **Brooklyn, N. Y.** **Brooklyn, N. Y.** **Brooklyn, N. Y.**

Philadelphia, Pa. **Philadelphia, Pa.** **Philadelphia, Pa.** **Philadelphia, Pa.** **Philadelphia, Pa.**

Wilmington, Del. **Wilmington, Del.** **Wilmington, Del.** **Wilmington, Del.** **Wilmington, Del.**

Steubenville, Pa. **Steubenville, Pa.** **Steubenville, Pa.** **Steubenville, Pa.** **Steubenville, Pa.**

South Bethlehem, Pa. **South Bethlehem, Pa.** **South Bethlehem, Pa.** **South Bethlehem, Pa.** **South Bethlehem, Pa.**

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CONNELLSVILLE HAS BEEN A PROSPEROUS PLACE DURING 1916

Years Just Closing Ranks as Best in Community's History.

THREE NEW INDUSTRIES COME

Steel Mill, Silk Factory and a Stone Quarry Development Mean Much to the Town; New Railroad Yards and Bigger Power Plant are Developed.

What is conceded by business men to have been the most prosperous year in the history of the city has but three more days to run, and 1916 will go down as one that has brought more improvements, higher wages and put more money in circulation locally than in any previous year. Business men in all lines look forward to even better things in 1917.

The year now closing has seen three big new industries brought to Connellsville, and witnessed the enlargement of many others. Connellsville was selected as the location for the plant of the United States Electric Steel Company which is to install an electric furnace on Herd bottom, close to the West Penn power plant, upon which it will draw for current. After a long series of delays, work on this plant was started last week. It will operate early in the new year and it is expected to be but the beginning of a series of new industries.

The same progressive spirit secured for Connellsville a plant of the Specialty Silk Company. This mill is about completed and will start to operate in a month or two, employing 100 or more men and girls at the outset.

The Caspari Stone Company came to Connellsville during the year, entirely unheralded, and has already spent several hundred thousand dollars developing quarries at Bluestone, from which thousands of tons of stone will be shipped out in 1917.

The Western Maryland railroad selected a part of the Herd bottom along Dunbar creek as the site for its new yards in which to transfer coal brought down from mines in the Fairmont region. A transfer track was completed and work is being continued on the remainder of the yards. A roundhouse is to follow. The railroad will spend \$100,000 or more on this work.

Improvements costing close to \$1,000,000 were completed at the West Penn power station at Fayette, which is now supplying most of Southwestern Pennsylvania with electric energy. The electric steel mill came to Connellsville largely because of the fact that the West Penn was in a position to furnish cheaper current than is possible for the immense water power at Niagara Falls.

All of the other industries of the city took on a boom during the year. The Connellsville Machine & Car Company secured contracts that made an addition to its foundry necessary. An expenditure of \$10,000 was authorized and work was begun. It has been held up for three weeks by lack of material. Boys, Porter & Company enjoyed fine business and is now looking about for a place on which to build an addition. The vacation of part of North alley may again be asked of the city.

The Connellsville Manufacturing & Mine Supply Company had a successful year although its already large plant was adequate for the growth of its business.

The Ripley Glass plant at South Connellsville put in operation a number of new furnaces and work is now being completed on a big addition for its decorative department.

The Pennsylvania railroad purchased property valued at \$70,000 as a site for its proposed new freight depot. Work on this has been begun and is being pushed forward as fast as the weather permits.

There were new buildings galore, individuals, churches and fraternal organizations spending thousands of dollars for new work. Two new school buildings, a grade school on Seventh street, and a magnificent high school on Fairview avenue and Prospect streets representing a total investment of about \$250,000, were begun. The Elks finished a \$15,000 addition. The Methodist Protestant Church has a \$13,000 addition under roof. The Moose are looking for a site for a home.

Two new motion picture houses were built. The Paramount represents an investment of \$25,000. The Orpheum in the Royal Hotel building was opened a short time ago. It meant an expenditure of about \$25,000.

Wages were never higher than they are at present. The H. C. Frick Coke Company gave three advances during the year. Wages in almost every other line advanced to a higher level than ever before. Common laborers now command from \$2.75 to \$3 a day, and are hard to get.

A man in position to know said today that 300 men could find employment in Connellsville at this moment, there being a scarcity in almost every line.

Vacant houses are few. Mail carriers who cover the city, find very few. A year and a half ago, a count of 262 empty houses was made. When the steel mill begins to operate, it will mean many more householders for whom homes must be provided.

Postal receipts are a barometer of business conditions. The financial year, which now ends December 31, instead of March 31, will show receipts between \$45,000 and \$46,000 or about \$5,000 more than the best previous year. The increase over last year will be about 12 1/2 per cent. Receipts of between \$40,000 and \$41,00 last year were sufficient to put the local office into the first class. This year's business keeps it in that class by a big margin.

Advertise in The Weekly Courier.

CELEBRATE GOLDEN WEDDING IN WEST

Mr. and Mrs. P. F. Carron, Known to Many Here, Pass 50th Milestone of Married Life.

The Star Courier of Star, Idaho, on Thursday, December 21, printed an account of the golden wedding of Mr. and Mrs. P. F. Carron, well known residents of that section, accompanied by their picture. The article is of interest here because of the fact that both Mr. and Mrs. Carron are well known to many of the older residents of Connellsville. Mrs. Minnie Penn of Connellsville is a daughter. Mrs. J. E. Jones of North Pittsburg street and Mrs. Lydia H. Kerr of Francis Avenue are sisters of Mrs. Carron and Charles and William Hatfield are brothers. Before her marriage Mrs. Carron was Miss Emma Hatfield.

The article follows:

"An event which very few married people ever celebrate was celebrated in Star Wednesday by Mr. and Mrs. P. F. Carron when they celebrated their golden wedding. P. F. Carron and Miss Emma Hatfield were married December 20, 1866, at Uniontown, Pa. They lived in Pennsylvania a few years and in 1876 moved to Nebraska where they resided until 1882 when they moved to Idaho. In 1883 they moved to Boise valley and in 1890 they came to Star where they have lived ever since.

"Mr. and Mrs. Carron are the parents of 13 children, seven girls and six boys, 10 of whom are living: Mrs. May Tilburt of Butte, Mont.; Mrs. Minnie Penn, Connellsville, Pa.; Mrs. Edith Gilman of Goodwin, Idaho; Mrs. Emma King of Alpha, Idaho; John Carron of Carlin, Nevada; George Carron of Bremerton, Wash.; Mrs. Flora Breshears, Chester Carron and William Carron of Star. They are grandparents to 27 grandchildren, 25 of whom are living.

"Mr. Carron is a veteran of the Civil War, in which he served two regiments, the first in the 17th Ohio regiment and the latter with Company D of the 31st Ohio. He was honorably discharged on July 27, 1865, at which time he held the rank of first sergeant.

"Mr. and Mrs. Carron have long been held in the highest respect by all who know them and their many friends rejoice that they have the chance to celebrate their 50th milestone in their married life. This worthy couple are in good health, and will no doubt celebrate many wedding anniversaries."

GIFTS FOR PASTOR

He Gets Purse During Entertainment at Pittstown Church.

The Mount Carmel United Evangelical Sunday school at Pittstown, held their Christmas entertainment on Christmas evening, December 26. The songs, recitations and exercises by the children were well rendered. The church was nicely decorated. The entertainment all through was good.

Miss Mary Kough and Miss Mabel Fitch deserve much credit for their labor in getting up and conducting the entertainment.

The pastor, Rev. P. L. Berkey, was very much surprised when he was interrupted by Bernice Truxel and Margaret Strong in addressing the congregation as they came marching down the aisle and handed the speaker a basket containing \$22 in money as a token of esteem of their pastor, \$20 of which was in gold, for which the speaker thanked the donors very much for their kindness.

STEAL TWO REVOLVERS

Robbers Smash Window of Winsel Hardware Store and Take Weapons.

Breaking the plate glass window with a stone wrapped in a blue handkerchief, robbers stole two revolvers from the hardware store of W. C. Winsel on West Crawford avenue early Thursday morning. After securing the weapons they fled.

The sound of smashing glass awakened Mr. Winsel who lives in the same building but the robbers had flown down the street before he got to a front window. This was about 2:30 in the morning.

The only clue left by the robbers was the cobblestone used to break the window. He had wrapped a dirty blue handkerchief about it to deaden the noise. Mr. Winsel believes that the men only wanted the revolvers for they disturbed nothing else in the window nor in the store.

REMEMBERS MENNONITES

Late Jacob Loucks Leaves Money and Property to Church.

The late Jacob S. Loucks of Scottsdale, made extensive bequests to the Mennonite Church in his will, filed yesterday for probate at Greensburg. He will \$2,000 to the board of missions of this church, \$1,000 and a property on Market street, Scottsdale, to the Mennonite Church at Scottsdale, and \$500 to the Mennonite Orphanage at West Liberty, O.

The testator also made bequests to the following children: Joseph R. Aaron R., John R., George S., David Abram, Ada, Cora and Martin R. Loucks. Joseph, David, John and Aaron Loucks were named as executors of the estate. The estate was valued at \$125,000.

MANY SHOPS BUILDING.

Wooden merchant vessels of 500 gross tons or over building or under contract to be built in private shipyards of the United States on December 1, 1916, number 116 of 165,415 gross tons.

INTEREST IN STATE SHOW.

The State Corn, Fruit, Dairy Products, Vegetable and Wool Show to be held at Harrisburg, January 22 to 26, attracting attention throughout the state.

CROPS GAIN IN VALUE.

The state wheat crop is valued at over ten million dollars more than last year's crop and the corn crop over eight million dollars more.

FARM LABOR PAID HIGHER WAGES IN STATE DURING '16

Average Increases From \$235 to \$270 Report Shows.

HELP IS VERY HARD TO GET

Farmers in the Neighborhood of Industrial Centers Are Particularly Hard Hit by the Era of Activity in Steel and Iron; Women Search

MADDAS IS HONOR GUEST AT SUPPER

Jeanette Man, Whose Generosity Made Hall Possible, Attends Affair on the West Side.

F. A. Maddas of Jeanette, for whom Maddas Hall on South First street, West Side, was named, was guest of honor at a supper and dance which marked the opening of the hall last week. Mr. Maddas contributed liberally to the fund that made the building possible and it was named in his honor by the congregation of St. Rita's Italian Catholic Church.

The supper and dance was a big success, crowds attending. Spaghetti and chicken were served, the spaghetti being cooked Italian style by A. Bassilone and Mrs. Michael Bufano.

The supper lasted from 9 to 9 P. M. and after that dancing was enjoyed until after midnight.

Maddas Hall is a two story building. Rev. Henry DeVive purchased the material of the old Seventh street school house and much of it was utilized in erecting the hall. The dance hall upstairs is large enough for social assemblies of any kind. It has a good-sized stage and dressing rooms that will make it possible to put on theatrical performances. The first floor is to be made into reading and social rooms.

OIL PRODUCERS SET \$3 AS GOAL

Pennsylvania Crude Soars to \$255, Highest Mark Known, in Effort to Bring Stocks Down.

PITTSBURG, Dec. 29.—The highest price ever quoted for Pennsylvania crude oil was announced by the principal agencies today when through an advance of 10 cents a barrel the quotation reached \$255. Other grades were advanced as follows: Mercer, black, \$2.30; Corning, \$2.25; Cabell, \$2.22; Somerset, \$2.05. There was no change in Rankland, which continued to sell at 55 cents.

The advance was brought about by the continued demand of refiners, who declare that there is an abundance of oil above ground, but producers are holding it for still higher prices some of them being quoted as claiming that not until the goal of \$3 oil has been reached will they release their stocks.

1910 LICENSES GOOD.

Will be Recognized Until January 15 of Next Year.

Notices were sent out by State Highway Commissioner Black to police of various cities that because of the difficulty in sending out 1910 automobile license plates, 1910 licenses will be recognized until January 15. Non-delivery of the new plates is the reason for the delay.

At the close of business yesterday the State Highway Department had received \$750,422 for 1910 license tags.

Good Wheat Crop.

The condition of the wheat in the ground throughout the state gives every indication of a successful crop next year.

Doctor and Patient

Little Talks on Health and Hygiene by Samuel G. Dixon, M. D., LL. D., Commissioner of Health.

Do you know how to use a doctor? When you are ill you send for him or course. He has an automobile to go to see people who wait so long before seeking his advice that he must go to them. He begins by asking all sorts of questions which may seem to have little to do with the matter in hand.

Suppose you did go to a banquet and eat and perhaps drink a little more than usual. Perhaps you have been working extra long hours at the office and naturally you haven't had time to take exercise. Maybe you have neglected yourself a trifle. The important thing is that you are sick and it is the doctor's business to give you medicine that will right all this very promptly. You haven't time to stay in bed and be known to all. Therefore, the thing for him to do is to give you a teaspoonful of something three times a day before meals that will set everything straight forthwith. This is an ordinary man's conception of a doctor's duty to his patient.

Now as to the doctor's side of it. When he comes to see a patient he probably thinks, after asking questions: Here is a man who works hard, he eats too fast and too much, neglects to exercise, is careless about his daily habits, feels a little fatigued and resorts to a nap two or three times a day to "bulk himself up," his digestive organs are overworked and his nerves are strained. He needs a change of habit and modification of his method of living. A little rest if I insist upon it, a tonic and some restriction of his diet for a few days, will pull him through this spell. He will probably take the medicine I have prescribed but the advice he will forget in a week. That's the doctor's side of the case.

Then of course there is the man or the woman who is almost certain that something is wrong with them physically. Some of the bodily functions are not right and they know it but they keep on because they "haven't time to be sick." Finally they must seek advice and then the doctor discovers that there is some profound organic disturbance that may have gone so far that he is helpless to aid.

If you are going to build a house you call in an architect who acts as your adviser, makes your plans and sees that they are carried out. If you are going into a business deal your lawyer draws up the contract, sees that your interests are protected and advises you how to proceed. But your doctor you call in when the damage is done and you expect him to give you something in a bottle that will undo the results of weeks, months or years of indiscretion.

Licensed to Wed.

Miss Etta Myers and Philip Nickel Kalp, a well known young couple of Indian Head, were married yesterday in Cumberland. The bridegroom is a son of Mr. and Mrs. Jesse Kalp of near Indian Head.

Myers-Kalp.

James Douds of Coalbrook, fell off a bridge at Coalbrook Fr night, suffering a fracture of the collarbone and a dislocated shoulder. He was admitted to the Cottage State Hospital for treatment.

FALLS FROM BRIDGE

Coalbrook Man Is Painfully Hurt in a Tumble.

James Douds of Coalbrook, fell off a bridge at Coalbrook Fr night, suffering a fracture of the collarbone and a dislocated shoulder. He was admitted to the Cottage State Hospital for treatment.

4% Interest Paid on Savings Accounts.

UNION NATIONAL BANK, CONNELLSVILLE, PA.

PAID FIREMEN AND POLICE TO GET \$5 A MONTH INCREASE

Council Includes Provision for Higher Wages in Its 1917 Budget.

OTHER ESTIMATES ARE DELAYED

Session Next Tuesday is Expected to See Completion of Appropriation Program for Coming Year; Nothing is Done About the Garbage Plant.

At a special meeting Thursday afternoon, council decided to include an increase of \$5 a month for paid firemen and patrolmen in the 1917 budget. This will make the wages of the firemen \$70 and the patrolmen \$30 a month. No increases will be given to the chiefs of each department or the assistant chief of police and city detective.

Action on the remainder of the budget was deferred. A list of estimated expenditures for the various departments has not been completed. Council is up against a proposition of providing money for the ordinary expenses of the city, an adequate sinking fund for the payment of interest and redemption of bonds and funds for new work, without making it necessary to raise the tax millage. Ten mills was levied this year, seven for general purposes and three for the sinking fund. The sinking fund started during the year from the payment of back taxes, there being \$28,000 in it now, more than \$6,000 beyond what was estimated. The three mills levy would provide

whether this will permit a reduction in the sinking fund millage by part of a mill, and the application of this on the general fund, the councilmen have not yet determined.

The garbage question was threshed out at some length, but to no decision.

The proposition of two local men to take over the plant and provide adequate collection service, but pay nothing to the city for the use of the furnace and teams, does not quite meet with council's approval. Some members are inclined to think that the new contractors at least ought to buy the city's teams. The councilmen are unwilling to provide the collectors with four teams, wagons, the use of the furnace and other equipment and get nothing out of it except the taxes on the plant and the maintenance of the equipment.

Council met at a caucus at 2 o'clock. At 3 o'clock a call for a meeting was issued and the meeting convened at once. Little formal business was transacted.

A resolution was passed authorizing the publication of the annual report in book form. The purchasing agent was authorized to have 1,500 copies printed.

A letter was received from the volunteer firemen authorizing council to pay out \$22.80 for compensation insurance of five new members out of the firemen's relief fund. Council authorized the insurance of 31 members of the company at a cost of \$124.40 each. Out, thinking that a blanket policy covered that number of members regardless of any who dropped out

1916 WAS BEST YEAR IN HISTORY OF THE NORTH END REGIONS

Largest in Volume of Output
and Gross Revenues
From Its Sale.

AVERAGE PRICE \$2.56 PER TON

Both Districts Made Full Running Time
Through the Year; Had Troubles
With Car and Labor Shortages but
Not Always Bad as Their Neighbors.

By marketing 1,653,568 tons of coke the Upper Connellsburg and the Greensburg-Connelville districts did approximately 13% better business in tonnage in 1916 than they did in 1915. At an estimated average price of \$2.56 per ton they did approximately 32% better in the matter of gross revenue received for their product during the same period.

The estimated average price of coke sold in 1916 is 5 cents per ton better than in 1915; 46 cents higher than in 1914 and 6 cents higher than in 1913. This average is but a trifle less than the average of the Connellsburg region, although the northern districts usually average a trifle better than the southern. This is due to the fact that a larger proportion of foundry coke is made at the plants of the Upper Connellsburg and the Greensburg-Connelville districts than in either the Connellsburg or Lower Connellsburg districts. Last year the former districts were so well sold up on contract that they were not in position to profit very largely by the high spot prices of the latter end of the year, otherwise the average might have been considerably higher.

The year was without doubt the best in the history of these districts both in volume of output and total gross revenue received. The following is a comparative table of the values of coke marketed in the two years 1915 and 1916:

District Value 1915 Value 1916
Upper Conn. \$2,558,584 \$2,266,526
Greensburg 2,392,075 1,823,538

Totals 5,050,659 4,089,524

The districts kept closer step in the matter of operation in 1916 than they did the previous year. In fact both ran every working day except the holidays which are generally observed at all plants throughout the whole Connellsburg region. The production in net tons by districts in 1916 and 1915 is shown in the following:

District 1915 1916
Upper Conn. 1,113,162 1,103,362
Greensburg 934,408 911,119

Totals 2,058,568 2,017,512

The gain in tonnage of the two districts, 36,056 tons, was divided in the proportion of 15,899 tons for the Upper Connellsburg and 20,157 tons for the Greensburg-Connelville district, showing that the former gained about 14% and the latter 22%.

In common with the Connellsburg and Lower Connellsburg districts the districts of the northern end suffered from car shortage and shortage of labor but perhaps less severely than the districts to the south. At least there were periods during the course of the year when the northern districts were able to produce coke and ship it with a relatively better weekly showing than the older districts. These intervals were rare, however, but sometimes occurring when both labor and car shortage were most pronounced in the southern end, made them stand out as somewhat unusual conditions in the trade of the region as a whole.

The year began with a combined weekly production of about 40,000 tons. This average was well maintained during the first half but in the second it fell off noticeably, particularly in June and July. During the remainder of the year comparatively slight gains were made one week only to drop off the succeeding, closing with 33,067 for the last week of the year, as shown in the following:

District Place West Total
Upper Conn. 17,730 8,670 16,169
Greensburg 5,994 7,664 16,658

Totals 16,724 15,343 33,067

The shipments in net tons from the two districts by quarters during the year 1916 were as follows:

Upper Conn. Grdg Total
1st 326,837 146,519 573,296
2nd 350,249 221,918 585,167
3rd 284,737 214,668 569,794
4th 324,530 215,111 567,401

Totals 1,119,162 834,406 2,058,568

The output of the two districts was distributed between Eastern and Western destinations during the quarters of the year as follows:

Quar. East West Total
1st 24,981 20,325 55,306
2nd 318,339 256,528 566,168
3rd 257,889 279,905 587,794
4th 207,000 260,400 467,190

Totals 893,209 1,150,359 2,058,568

The output of the Upper Connellsburg and Greensburg-Connelville regions for 1916 was consigned by weeks and tons of 2,000 pounds as follows:

Week East West Total
1st 26,067 20,351 40,448
Jan. 8 14,500 24,118 37,712
Jan. 15 16,639 20,118 36,757
Jan. 22 17,811 18,837 36,648
Jan. 29 19,454 22,844 42,278
Feb. 5 19,719 23,560 43,279
Feb. 12 22,350 26,856 45,206
Feb. 19 23,845 24,000 47,845
Feb. 26 18,807 21,521 40,328
Mar. 4 16,304 20,322 41,626
Mar. 11 17,672 23,640 41,814
Mar. 18 21,872 21,335 45,205
Mar. 25 24,888 30,812 55,700
April 1 18,576 27,217 45,797
April 8 16,377 27,217 43,694
April 15 18,700 20,814 39,523
April 22 18,800 23,400 42,000
April 29 17,814 18,997 35,803
May 6 13,507 18,507 34,514
May 13 17,758 21,335 39,067
May 20 14,007 21,358 35,365
May 27 19,057 20,988 40,025
June 3 17,762 26,058 40,820
June 10 16,183 25,000 41,187
June 17 17,148 18,703 33,751
June 24 17,200 23,278 40,248
July 1 14,830 22,581 37,411
July 8 13,833 20,221 34,054
July 15 15,894 22,718 38,612
July 22 15,533 20,392 42,720
July 29 15,502 21,728 37,520
Aug. 5 15,268 20,824 36,092

The output of the two weeks immediately preceding Christmas. These registered a loss of almost 100,000 tons from the first week of the month, bringing the weekly total down to 323,000 tons, the lowest of the year.

There is the one exception, however, when the railroads serving the coke ovens over for late drawing, sometimes

arriving at the coke yards for loading. This necessitated holding the region can be relieved of much of the blame attaching to reduced production.

Aug. 12 20,262 17,404 37,666
Aug. 19 16,730 21,750 38,500
Aug. 26 17,804 22,331 39,895
Sept. 2 16,693 22,530 39,235
Sept. 9 18,457 17,474 34,932
Sept. 16 18,261 18,362 34,682
Sept. 23 17,638 20,146 37,634
Sept. 30 20,593 20,936 41,529
Oct. 7 14,384 22,611 36,806
Oct. 14 20,455 22,330 42,785
Oct. 21 16,734 21,844 37,593
Oct. 28 15,791 20,988 37,765
Nov. 4 16,039 24,430 36,629
Nov. 11 13,419 18,732 32,211
Nov. 18 11,238 21,730 32,968
Nov. 25 13,014 23,338 36,362
Dec. 2 16,227 16,527 31,754
Dec. 9 15,556 18,185 31,582
Dec. 16 15,551 18,036 31,582
Dec. 23 17,553 21,027 38,585
Dec. 30 16,724 18,343 33,067

The festivities of the Christmas' holiday season were participated in by the coke workers with such fidelity to custom that the closing week of the year, like all that have preceded it in the history of the Connellsburg region, made only a light run.

CAR SUPPLY.

It has been only at rare intervals, during the more recent years, that the Connellsburg coke region has suffered severely from an inadequate coke supply. The railroads serving the region provided ample equipment some years ago to handle this traffic which, under all ordinary conditions of general freight movement, has been ample to move the product of the region. The past year has not been a normal year in the transportation business, taking the country at large, and the Connellsburg region has felt the effects of this departure from the ordinary course.

Car shortages have occurred several times, during the past year and during previous years, but none have been of so long duration or such acuteness as that which marked the closing month of the year. The opening of the year inherited traffic troubles from the latter quarter of 1915 which had their origin in the unprecedented congestion of freight at the Atlantic seaports, which had in turn resulted in similar congestions at the distributing centers in the interior. The railroads were short of motive power, which hampered car movement, and a succession of embargoes added further to the difficulties of the situation.

It was not until about the middle of January that the Connellsburg region began to experience serious car shortages. The supply suddenly dropped to 60 or 70% of the daily requirements and to this was added very slow movement between ovens and furnaces. The consumers became so apprehensive that they ordered duplicate shipments of coke to be made as a preparedness measure against a possible banking of their furnaces for lack of coke. With their clearing up of freight yards car movement was facilitated and by the first of February the supply came back to normal. The improvement was short-lived, however, the second week of the month registering only 60% distribution, with no promise of relief in sight. The promise would not have kept had it been made for during the last weeks of the month the supply dropped to 40% and on one notable day was as low as 10%.

March was ushered in with an improvement but the situation yet remained serious enough to cause the operators no little worry. The Eastern embargoes were made tighter cutting off every avenue of entry into the New England and other Atlantic coast states. The Connellsburg operators had had a good trade in this territory but they could not serve it. The plight of the Connellsburg operators proved a boon to the by-product producers of the east and the price of their product rose to \$14.00 and the demand was in excess of their productive capacity.

The partial lifting of embargoes about the middle of March allowed Connellsburg coke to reach the east by very round about routes, but it got there. The car supply continued to improve during the latter part of March and by April 1st it had been restored to 100%. During both April and May the supply kept up well and was at all times ample for the needs of the region. With a decided increase in the demand for coal from the Connellsburg region, which set in about June 1st, a shortage began to be noticeable in coal cars. Coke cars were plentiful in the meantime. The strike of the Pittsburgh district miners having sent by-product coal buyers into the Connellsburg region in large numbers and with big orders, the interest of the producers was centered in coal shipments, hence the demand for coal cars suddenly became much greater. These railroads could not supply as needed but sufficient were available to make coal shipments an important item in the business of the region. The spirit in the coal business continued into July, but all the while little or no difficulty was experienced in securing the full shipment of coke cars.

Preceding September 1st the fear of a railroad tieup over the 8-hour demand caused the furnaces to make larger requisitions for coke. This boosted coke production for a few weeks at the expense of coal shipments but the total tonnage, including coal and coke, showed considerable increase. The partial observance of Labor Day cut production about 50%, but that was fully made up in coal. After the middle of September the demand for both coal and coke became much greater. Production of coke upon the total volume of business by simply directing more attention to the by-product installations projected earlier in the year are being held in abeyance. Among these are the plants of the Carnegie Steel Company at Youngstown and the Union By-Product Coke Company, a subsidiary of the Union Furnaces Company at Buffalo.

On the whole the by-product bugs, as it earlier appeared to the merchant coke operators, has about done its worst. It is admitted that Connellsburg beehive coke may have reached the peak of production during the rear 1916, but the Connellsburg region and its extension into Greene county has before it a long life of usefulness as the producer of the standard metallurgical fuel, while at the same time it will be positioned to furnish all the coal the by-product makers need to produce the highest grade of coke by that process.

The first week of August marked a change when the supply dropped to 70%. Just at this time the Pennsylvania railroad suspended its 18-hour coke train service to the Valley furnaces which had the effect of slowing down the return movement of empties and producing a shortage. This lasted but two days after which the supply rose to 100%, but the deliveries at the ovens plants were not made according to the former schedule as to time. August and September moved along without pronounced shortages, at least none that were sufficient to cause a serious curtailment in coke production.

In the early weeks of October there began to appear signs of less satisfactory conditions with respect to coal supply. The general merchandise movement throughout the country was assuming prodigious proportions. Freight terminals began to be crowded and the train movements hampered by insufficient motive power. That the Connellsburg region could escape paying a penalty under these country-wide conditions was not to be expected, hence by October 10th the cars available for coke traffic had fallen off as much as 50% on some days with but slightly better appearances on the succeeding weeks.

As the season advanced, and general freight business grew in volume instead of lessening, the car service of the region suffered more acutely. It soon became the factor of most significant importance not only to the coke producer but also to the consumer. Coke production was reduced, but never below the capacity of cars at hand to move it. During November there were periods of slight improvement and there were also periods when there was the opposite of improvement. Meantime there was added to the car shortage trouble a second which had the effect of restricting coke production.

On account of the slow return movement of empties to the distributing points they were in turn late in arriving at the coke yards for loading. This necessitated holding the region can be relieved of much of the blame attaching to reduced production.

they would draw after having come to work at the regular time and finding no cars ready for loading.

The early weeks of December showed about the same average car supply as November but in the two weeks preceding Christmas the most pronounced shortage of the year developed.

The advent of winter on December 12th was like supplying the brakes to a moving train. Car supply dropped as low as 45% and ranged between 60% and 70%. In the succeeding week the average was even lower.

THE BY-PRODUCT BUGABOO.

Sometime prior to the advent of the year 1916 considerable speculation was indulged in coke circles as to the probable effect upon the trade of the Connellsburg region of the completion of a number of large by-product oven installations then in the course of erection.

Some merchant operators, in the then somewhat inactive market for the Connellsburg by-product, became somewhat apprehensive of the result. When later the by-product operators began to come into the Connellsburg region as buyers of its incomparable coke, a more cheerful feeling became manifest.

Shortly after the first of the year a number of the merchant operators began to engage more extensively in coal production in which they were limited less by opportunities for its sale than they were limited in its production by labor conditions.

As the coal trade grew slowly in volume, and maintained a steady weekly average output, the operators were quick to realize that the fears they had entertained were largely unfounded.

They ceased to worry over the short of motive power, which hampered car movement, and a succession of embargoes added further to the difficulties of the situation.

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THE COAL TRADE.

Ever since the making of by-product coke by consumers who were formerly supplied from the Connellsburg region began its development, more or less coal has been shipped to these plants. So long as these shipments were sent out from mines operated by the consumers of the region, the coal movement attracted comparatively little attention.

When consumers who owned by-product ovens began to build up their source of supply for the raw material as had previously